

CALIFORNIA'S REGIONAL TRANSPORTATION PLANNING AGENCIES

**July 19, 2000
Tahoe Seasons Resort
California Room
9:30 a.m. to 11:30 a.m.**

AGENDA

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|-----------------------------------------------------------------------------------|-------------------------------------------|------------|
| 1. Call to Order, Self-Introductions, Announcements | All | 10 minutes |
| 2. Minutes from June 14, 2000 Meeting | Debbie Hale | 2 minutes |
| 3. 2000 STIP Augmentation | | |
| a. Revisions to STIP Guidelines (Item 4.12) | David Brewer | 15 minutes |
| b. Update to STIP Fund Estimate (Item 4.14) | Ileen Jellison | 10 minutes |
| 4. Governor's Transportation Initiative Guidelines (Item 4.2) | Debbie Hale
Chuck Oldham
Debbie Mah | 30 minutes |
| 5. FHWA Notice of Proposed Rules on
Planning, ITS and Environmental Guidelines | Reza Navai
Joan Boruki | 20 minutes |
| 6. Safe Routes to Schools Program | Randy Ronning | 15 minutes |
| 7. Revised TEA Program Design (Item 4.4) | Pete Hathaway | 15 minutes |
| 8. Other Business | All | 5 minutes |

CALIFORNIA'S REGIONAL TRANSPORTATION PLANNING AGENCIES

June 14, 2000

10:00 a.m. to 12:00 noon

151 West Mission Street, Room 202A

San Jose, California

MEETING MINUTES

******DRAFT: Please call or e-mail Debbie Hale, (831) 460-3209, debbie.hale@co.santa-cruz.ca.us with any corrections.******

1. **Call to order and Self-introductions.** RTPA Moderator Vic Kamhi (Los Angeles County Metropolitan Transportation Authority) called the meeting to order. Self introductions were made. Mr. Kamhi announced that Debbie Mah, Caltrans, would assume the new role of Program Manager for the Governor's Transportation Initiative. In the interim, Terry Abbott would temporarily fill her spot as the Chief of Local Programs. Also, Barton Newton will now head the Office of Programs Management within Local Programs, responsible for internal Caltrans programs including the HBRR (bridge) program and the Safe Routes to School Program. Mr. Kamhi handed out letters between Dick Petrie (Caltrans) and the Federal Transit Administration, regarding the processing of funding for transit projects.

Stephen Maller, CTC staff, handed out new report cards on the requests for allocation of funding for local and Caltrans projects in the State Transportation Improvement Program (STIP). As of the June CTC meeting, Caltrans will have requested allocations for 85% of their FY1999/00 projects while local agencies will have requested allocations for 90% of their projects. Advance allocation of some FY2000/01 funding has also occurred.

2. **Minutes from May 2000 Meeting.** Minutes were accepted by consensus.
3. **Election of FY2000/01 Moderator and Vice Moderator.** Debbie Hale, Santa Cruz County Regional Transportation Commission and current Vice Moderator, was elected Moderator. Dean Delgado, Orange County Transportation Authority, was elected Vice Moderator.
4. **Report on New Legislation.** No new information to report.
5. **Adoption of the 2000 STIP Schedule.** David Brewer, CTC staff, reported on the proposed STIP schedule that calls for a September 29 submittal of Regional Transportation Improvement Programs (RTIPs) to the CTC and a December CTC adoption of the STIP. ITIPs will also be due by September 29. Agencies expressed a concern that the short timeline would make it difficult to coordinate the STIP and ITIP projects with the Governor's Initiative projects. Charles Field noted that at least two rural agencies would not be able to get their project study reports done in time to meet the September deadline. Mr. Brewer responded that regions

could leave funding unprogrammed, but these monies would be available to advance to projects in other regions. He added that there is a desire to adopt the 2000 STIP by the end of the year. Regions agreed to ask for the flexibility to modify the guidelines to allow for regions to retain reserves for a couple of months due to the need to coordinate with the ITIP or an inability to meet the tight timeline.

6. **Proposed Amendments to the STIP Guidelines.** Revised STIP guidelines are scheduled for adoption in July. Included is the new 2000 STIP schedule, support for project support only PSRs, flexibility in programming local road rehabilitation projects and accelerated programming abilities. It was clarified that the guidelines do not require a STIP project to be on the federal aid system but projects not on the system will need state-only funding. Agencies agreed that this flexibility should be retained. Lizzie Kemp, San Francisco Bay Area Metropolitan Transportation Commission, asked if additional flexibility could be applied to the CMAQ match funds, such as allowing funds to be allocated a year in advance. Mr. Brewer responded that funds could be allocated in advance but it would no longer be a Caltrans-delegated allocation. Mr. Brewer also added that additional provisions will be added to the STIP guidelines to allow advance work on project development activities.

Debbie Whitmore, Stanislaus Area Association of Governments, raised a concern that in the case where a project is “not a project” for California Environmental Quality Act purposes she was having difficulty in getting Caltrans to determine what kind of paperwork was required. She suggested that a one-page form or a check-off on an existing form should be sufficient, but since this did not exist delays were occurring. She agreed to talk to Caltrans Local Programs to suggest adding an explanation on how to address this circumstance in a Local Programs Procedure (LPP).

7. **Report on Revised Fund Estimate.** Ileen Jellison, Caltrans Budgets, reported that there is \$1.4 billion in new programming for the 2000 STIP Augmentation. Proposals are to use some of this funding for the SHOPP, including \$247 million in safety and roadside rest improvements, plus an additional \$150 million to \$250 million in pavement rehabilitation. The residual amount will be available for programming in the STIP as regional and interregional shares. [At the CTC meeting, county shares were provided.]
8. **Governor’s Transportation Initiative and Budget.** An update on the Governor’s Transportation Initiative was given. Still under debate were: the amount and number of years of funding for local road and street repairs, the use of the sales tax on gasoline for transportation purposes, the inclusion of SCA 3 in the program and the change in the ITIP formula to transfer the 15% in funding for interregional roads to specific projects. The lead Caltrans person working on the delivery of the projects in the Governor’s program is Debbie Mah. The CTC will provide oversight and approval of the distribution of funding.
9. **Policy for Programming SHOPP Costs.** John Van Berkel, Caltrans, reported on the proposal to include project support costs in the SHOPP program.

Barbara Goodwin, Council of Fresno County Governments, reported that local agencies in her county are reporting that on relatively straight-forward rehabilitation projects they believe they are being held to too high of an environmental standard. They believe that Caltrans' SHOPP projects follow much less stringent procedures. Mr. Van Berkel replied that all projects receive equal scrutiny. Agencies agreed that the assertion needs to be investigated so that it can either be refuted or the situation corrected. Ms. Hale noted that different Caltrans departments review SHOPP and local projects and it could be a question of different procedures. Ms. Whitmore noted that the Local Project Delivery Training Committee has found that often local agencies do not know the environmental requirements, or take them into consideration too late in the process.

Mr. Kamhi agreed to raise this issue at the next City/County/State Coordinating Committee. Therese McMillan, San Francisco Bay Area Metropolitan Transportation Commission (MTC), agreed to look into this issue with the local project delivery task force and report back at a subsequent RTPA meeting or hold a separate project delivery workshop.

10. **Report by Southern California Association of Governments on the New Air Quality Conformity Challenge.** David Stein, Southern California Association of Governments (SCAG), reported on the air quality conformity issues facing his region and the state. He noted that the immediate issue is that the statewide Smog Check II program is performing below expectations for reductions of pollutant emissions. The result is that the SCAG region cannot demonstrate attainment of the air quality standards. They are working with the Air Resources Board, the Federal Highway Administration and the Environmental Protection Agency to develop a resolution of this issue. For now, they are proceeding with an interim Transportation Improvement Program (TIP) in which only transportation control measures and exempt projects can receive authorization for federal funding. This issue also affects the Sacramento region and is likely to soon affect the San Francisco Bay Area, other non-attainment areas and fast-growing areas.

At a statewide level, the Smog Check II program could be revised, but that is unlikely. Another proposal is to rewrite the emissions budget to segregate fleet composition from vehicle miles travel calculations, so that regions are not responsible for showing emissions reductions from the former.

Arnie Sherwood, UC Institute of Transportation Studies, reported that there is a statewide air quality conformity meeting to discuss issues including new ARB emissions factors that must be integrated into the analysis within two years, new State Implementation Plans for air quality that require demonstration of attainment of both state and federal factors, and the impact on conformity of new FHWA proposed rulemaking on planning and the environment.

Vic Kamhi agreed to e-mail agencies on the new FHWA proposed rule making on planning, environmental issues, environmental justice and intelligent transportation systems. He noted that significant changes are proposed. Joan Sollenberger and Caltrans Planning are working on a

response to these regulations. There may be an advantage to crafting a statewide response, with regional agency input.

11. **Roadside Rests Master Plan.** No discussion.
12. **Enhanced Services Plan.** Mr. Kamhi agreed to forward a copy of this plan to agencies next month.
13. **Commissioner Wolf's Proposal to Advance Programming.** Mr. Kamhi discussed Commissioner Wolf's "challenge" to Caltrans and the regions in May to begin spending down the state fund balance. He confirmed that there is no new money, but a cash advance is available that counts against future STIP funding. Therefore, projects with a shortfall can be advanced.
14. **Other Business/Information Sharing.** Ventura County Transportation Commission has reserved 40 rooms at the Holiday Inn under "CTC". Reservations for these rooms for the August CTC meeting should be made soon.

The meeting was adjourned at approximately 11:30 p.m.

Respectfully submitted,

Debbie Hale, Vice Moderator

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